

# The Hongkong Telegraph

(ESTABLISHED 1861)

NEW SERIES No. 5561

號四初月八年三十三緒光

WEDNESDAY, SEPTEMBER 11, 1907.

三拜禮

號一十月九年九英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 14,550,000

#### Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENHSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOWHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANYUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

#### On fixed deposit:—

For 12 months ..... 5% pa.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "  
TAKAO TAKAMICHI,  
Manager.

Hongkong, 6th April, 1907. [17]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$1,250,000  
AMOUNT MEX \$5,000,000  
RESERVE FUND ..... GOLD \$1,250,000  
AMOUNT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADEDELL HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account at the

rate of 2% per annum on daily balances and ac-

cepts Fixed Deposits at the following rates:—

For 12 months, 4% per cent. per annum.

3 " 3 " " " "

6 " 3 " " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tsk. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tainanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Reuss's-

che Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg,

Sal. Oppenheim Jr. & Co., Koeln.

Bayrische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUNDS ..... \$11,750,000

STERLING £1,000,000 at 2/- = \$10,000,000  
SILVER ..... \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.

E. Goetz, Esq. R. Shewan, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Leismann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

#### ON FIXED DEPOSITS:

For 12 months, 2% per Cent. per Annum.

For 6 months, 1% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [2]

### THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND ..... £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS

..... £ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

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## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STRAHERS TO SAIL ON REMARKS.

LONDON and ANTWERP  
via SINGAPORE, PENANG, COLOMBO, PORT SAID  
&c. CAYLON ..... 12th Sept. } Freight and  
Capt. G. W. Baboi, R.M.R. } Noon. } Passage.

SHANGHAI, MOJI, KOBE & BORNEO ..... About 13th } Freight and  
Capt. G. W. Gordon, R.M.R. } Sept. } Passage.

SHANGHAI ..... OCSANA ..... About 20th } Freight or  
Capt. W. Hayward, R.M.R. } Sept. } Passage.

LONDON, &c., via usual Ports (MALTA ..... 21st Sept. } See Special  
Capt. R. A. Peters ..... Noon. } Advertisement)

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th September, 1907. [2]

## Intimations.

### LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"  
BOOTS

BLACK AND BROWN,

\$10.50 per pair.



SATISFACTION GUARANTEED WITH EVERY PAIR.

### LANE, CRAWFORD & CO.

#### BASS & CO'S PALE ALE 'HORSEHEAD' BRAND.

\$18.00 per Cask 4 Dozen Quarts.

\$20.00 " " 8 " Pints.

\$24.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

#### CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 9th August, 1907. [13]

### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

#### SPECIAL EXCURSION TO MACAO.

On SUNDAY, the 15th September.

#### "SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare ..... \$4.00

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N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary.

Hongkong, 5th September, 1907. [79]

## Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY.

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [130]

THE CITY OF PARIS,  
PARISIAN DRESSMAKERS AND COURT MILLINERS,  
2, PEDDER STREET, MADAME FLINT, MANAGERESS.  
JUST RECEIVED A LARGE CONSIGNMENT OF  
LADIES' HATS, TOQUES & BLOUSES  
DIRECT FROM PARIS.  
PRICES VERY MODERATE. [139]

### CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents. [145]

## Hotels.

### TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

### CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [749]

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Hongkong, 21st June, 1907. [136]

VICTORIA HOTEL, (TELEGRAMS—VICTORIA—SHAMERN),  
SHAMERN, CANTON.  
ON THE BRITISH CONCESSION.  
H. HAYNES,  
Manager.

MACAO HOTEL, (TELEGRAMS—FARMER—MACAO),  
MACAO, CHINA.  
IN THE CENTRE OF THE PRAIA GRANDE.  
Capt. T. AUSTIN,  
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 11th July, 1906. [19]







## Intimation.

**WM. POWELL, LTD., ALEXANDRA BUILDINGS.**

*"The best the World produces."*

**JONES' SEWING MACHINES.**

**BRITISH MAKE.**

**UNRIVALLED FOR SPEED AND SIMPLICITY.**

**JONES' SEWING MACHINES.**

**WM. POWELL, LTD., HONGKONG.**

Hongkong, 7th September, 1907.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from H. M. Naval Store Officer, to sell by **PUBLIC AUCTION, TO-MORROW, the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,**

The following:—  
Single Screw Steam Tug "SOLENT,"  
Length over all 100 ft.  
Breadth 17 ft.  
Load displacement 150 tons.  
Built by Cox & Co., Falmouth, 1885.  
Propelling Machinery—one set of surface condensing compound engines.  
Fitted with steam capitan and winch, crane derrick and steam training engines.  
3 bladed gun-metal propeller, &c. &c.  
This vessel to be sold as the now lies in the Naval Yard Camber.  
The Admiralty will not be responsible for any errors in the foregoing description.  
The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).  
Inspecting orders can be obtained from the Auctioneers.  
TERMS.—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 23rd August, 1907. [773]

## PUBLIC WORKS DEPARTMENT.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on **MONDAY, the 16th day of September, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND, at Shauiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.**

## PARTICULARS OF THE LOT.

| No. of Sale. | Regulatory No. | Locality.                               | Boundary Measurements. | Contents in Square feet. | Annual Rent. | Upset Price. |
|--------------|----------------|-----------------------------------------|------------------------|--------------------------|--------------|--------------|
| 1            | 1              | Shauiwan Island, Lot No. 177, Shauiwan. | feet feet feet feet    | 7,000                    | 50           | 3,600        |

Hongkong, 9th September, 1907. [816]

BY ORDER OF THE MORTGAGEES.  
**MESSERS. HUGHES & HOUGH** have received instructions to sell by **PUBLIC AUCTION, on WEDNESDAY, the 15th day of September, 1907, at 3 P.M., at their Sales Rooms, 8 Des Voeux Road, Central.**

THE FOLLOWING **VALUABLE LEASEHOLD PROPERTY** IN ONE LOT.  
ALL THAT Piece or Parcel of Ground registered in the Land Office as **THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A TOGETHER** with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Voeux Road Central. Annual Crown Rent \$57.04. Area 3,514 11/12 square feet.  
Particulars and Conditions of Sale can be obtained of  
Messrs. EWENS & HARSTON, Vendors' Solicitors,  
or  
Messrs. HUGHES & HOUGH, The Auctioneers.  
Hongkong, 7th September, 1907. [814]

## For Sale.

**LEE YEE HAIR DRESSING SALOON.**

HAS ALWAYS ON HAND  
**CIGARS, CIGARETTES**  
AND  
**TOILET REQUISITES**  
FOR SALE.

12, D'AGUIAR STREET, HONGKONG.  
Hongkong, 3rd September, 1907. [800]

## THE NEW FRENCH REMEDY

## TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Boissac, Bousia, Jodet, Vigues and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.  
**THERAPION No. 1** is a remarkably strong, efficient, and safe remedy, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indigestion, inflammation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.  
**THERAPION No. 2** is a powerful purifier of blood, purifying the system, and removing all impurities of blood, scurf, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much too often employed to employ mercury, arsenic, or other drugs, in the destruction of the whole system through the blood. And the remedy eliminates all poisonous matter from the body.  
**THERAPION No. 3** is a powerful tonic, strengthening the system, and restoring strength and vigor to those suffering from exhausting influences of long residence in hot, insalubrious climates.  
It is sold by principal chemists and druggists in England and elsewhere. In ordering, state which of the three numbers required, and observe above Trade Mark, which is a facsimile of the word "THERAPION" at its lowest on British Government Stamp (in white letters on a red ground) affixed to every packet by order of His Majesty's Hon. Commissioners, and without which it is a forgery.  
Sold by all Chemists.

## SUNSET.

BY WILFRED L. RANDALL.

A woman had come to grief with her big laundry basket as she stepped off the bus at the verge of the bridge. She was "girthy," as the West-country folk say, expressively, and her burden was girthy too; it had caught in the rail, tipped, and spilled shirts and collars, silks and laces incontinently upon the dusty road. The conductor, being only brusque by virtue of his office, and not inherently hard-hearted, consulted his watch, and discovering that he was a few minutes ahead of time, delayed to assist the old dame.

Labouring up sideways, crab-like, with the tide, came a blunt, dingy barge, and the driver of the bus lit a cigarette and turned to watch its progress. Slowly, but cleverly, the two bargemen urged their prehistoric craft into a shadowy corner, where, with a splash and a faint rattle, they threw over their mooring chain. They proceeded to wind in the slack; the thin clink-clink of the ratchet-pawls of their winch came strangely down upon the evening breeze; the sound seemed to hold some vague meaning. A shabby little steaming ducked her billeted yellow funnel and foamed underneath the bridge; the jinkle of the winch ceased.

All day the weather had been brilliant, and now, as the sun dropped languidly into the haze, it became a dusky red ball, shorn of its former glory. The glow still glinted luridly from the ponderous iron chains of the bridge that swung up into the pale blue zenith; it picked out, too, among other things, the ribs and coarse, lean flanks of the resting horses. Westward, the four immense chimneys of an electric light plant towered impressively. That they were chimneys was demonstrable in the bill, bright noon, but towards evening one became a little uncertain about it, for sometimes the plumes of smoke and vapours that gathered above them would merge into the splendour of the sky and the slow-moving phalanx of cloud, until they seemed the colossal pillars of some great dream-cathedral, set in a far-away land; pillars whose bases were hidden in a purple mist. The river, as it narrowed into the distance, might have been the most round a castle in that fairy-land of cloud.

The driver of the bus contemplated them through the smoke of his cigarette, and caught sight of the sun's reflections on the water, where light fell and floated as though an unseen hand lazily shook a cluster of flaming ribbons; red undulations spent themselves, paused, and began afresh. All round, the surface of the river shone palely like tarnished silver, and for the space of three or four minutes, the driver dreamed.

Down in a Devon valley, near the edge of the heather-clad moorland, a young man strolled with a girl away from the chatter of the picnic party, talking earnestly. Past them the clear stream sprawled—mentally over mossy boulders, pushed its way under secret, shadowy ferns, and laughed into a wide, quiet pool below, where the setting sunshine broke into confused iridescent reflections much as it was doing on the river to-night. The two had made love, in the usual way, and with supreme faith and courage settled everything; of course; she was to wait. That night, on the return, he had driven half of the party home in a pair-horse waggonette, she seated at his side on the box; and as they all alighted a jovial voice had shouted across the darkness at him, "I say, old man, if the worst comes to the worst you could drive a bus beautifully!"

That was a long time ago—ten years, when he was twenty-five; and she was twenty. He had come to London, and in the scheme of things it so happened that he did drive a bus. And she? Well, she came across the bridge with the fellow she had married, and mounted to the top of the bus, close to him.

The contents of the spacious laundry-basket were safely gathered up and the old lady, perspiring and jolly, panted on her homeward way. The driver, reached for his whip, and the horses slipped and staggered on the dull journey to the north of London. The dream, to a certain extent, went on weaving a thread of gold through the desultory conversation of the man and woman behind; besides, the voice brought new lights and shades to the dream. Presently the woman's voice—the only one that mattered—said—

"I was just thinking about Jack Denison." She panted. "It's a pity he went wrong. I've told you about him, haven't I?"

"Aw, yes. Do you evah heah anything of him no, paw devil?" The man seemed slightly bored.

"Never. Gone under, I'm afraid. Salvation Army Shelter, or something of that sort, no doubt." She sighed a little. The driver of the bus half turned his head to glance up at her, smiling.

"No," he said; "I'm driving a bus—beautifully." After the first exclamation of surprise, the woman leaned forward to him, while her companion gazed on with the curious phenomenon of one of his wife's friends driving a London omnibus.

"Jack," she said, in a low voice, "I'm so sorry."

"I say, you know—" broke in the bored one, aggressively. She took no notice.

"Sorry for . . . things."

"Oh, it doesn't matter. Whoa . . . steady! I'm happy enough. . . ."

"We must get down here. Good-bye!"

She held out her hand, reaching over to him, and his rough leather gauntlet closed over her firm, dainty glove as the bus stopped. Their eyes met with a smile at the clasp.

"Thank you, Hilda," the driver said.

She went on down; her companion hesitated a moment, then leaned over the front board.

"Awkly sorry for you—head, paw chap."

And, pressing half-a-crown into the driver's hand, he too descended. Fortunately, the woman had not observed his action. The driver went rather sallow beneath his bronzed, weather-beaten skin, and drove on solemnly until he passed a pavement artist. Then he picked the coin accurately into the dirty cap that lay appealingly on the flagstones, gathered up the reins, and drove briskly, whistling to himself a little tune.

When the bus passed over the bridge on the return journey the river lay pale and vacant, no longer seeming fit for a fleet of fairy ships; the flaming reflections had gone; the four proud pillars had become mere shadows in a thick obscurity of haze and smoke, and the enchanted land had vanished. But it is a fine thing to have been that aged—*Pull Mall Gazette.*

## Intimations.

**A GRAND PROMENADE-CONCERT,** will be held on the "VOLUNTARY PARADE GROUND," on **SATURDAY, the 14th instant, at 9.15 P.M.** Tickets, 2s and 3s, can be obtained from Messrs. KELLY & WALSH, and from VOLUNTARY HEAD QUARTERS. Hongkong, 4th September, 1907. [864]

## COLONIAL SECRETARY'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that **FIELD FIRING** will be carried out daily from **MONDAY, the 9th instant, until FRIDAY, the 13th instant, inclusive, commencing at 7.30 A.M., and finishing at noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.**  
**F. H. MAY,**  
Colonial Secretary.  
Hongkong, 2nd September, 1907. [861]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP . . . . . \$1,000,000.)  
Undertakes and Executes  
THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c., &c.,  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 22nd May, 1907. [842]

## PATHE FRERES, PARIS.

**CINEMATOGRAPHS**  
AND  
**FILMS.**

**NEW FILMS ARRIVE WEEKLY.**  
Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR  
The Straits, Burma, Java, Sumatra, Siam,  
Hongkong, The Philippines, &c.  
**F. DREYFUS,**  
19, Stamford Road,  
Singapore.  
[776]

## MR. E. E. SMITH

WITH CHARLES C. MACKEE,  
Representative in Orient,  
Operating with HUTCHISON & CO.,  
HAS ARRIVED IN HONGKONG,  
Staying at Connaught Hotel.

Knitting Machinery, and All Knitting Mill Accessories,  
Cotton and Woollen Machinery,  
Sewing Machinery, and Knitted Specialties,  
Rice and Flour Mill Machinery,  
Paper Makers' Machinery,  
General Machinery, and Specialties.  
Hongkong, 4th September, 1907. [804]

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.  
7.30 a.m. to 9.30 a.m. . . . Every 15 minutes.  
9.30 a.m. to 11.00 a.m. . . . Every 15 minutes.  
11.30 a.m. to 12.45 p.m. . . . Every 15 minutes.  
12.45 p.m. to 1.15 p.m. . . . Every 15 minutes.  
1.15 p.m. to 1.45 p.m. . . . Every 15 minutes.  
1.45 p.m. to 2.15 p.m. . . . Every 15 minutes.  
2.15 p.m. to 3.00 p.m. . . . Every 15 minutes.  
3.30 p.m. to 4.00 p.m. . . . Every 15 minutes.  
5.00 p.m. to 8.00 p.m. . . . Every 15 minutes.  
**NIGHT CARS.**  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. . . . Every 15 minutes.  
9.00 a.m. to 9.30 a.m. . . . Every 30 minutes.  
9.30 a.m. to 10.30 a.m. . . . Every 15 minutes.  
10.30 a.m. to 11.00 a.m. . . . Every 15 minutes.  
11.45 a.m. to 12.00 noon . . . Every 15 minutes.  
12.00 Noon to 1.00 p.m. . . . Every 15 minutes.  
1.00 p.m. to 5.00 p.m. . . . Every 15 minutes.  
5.00 p.m. to 6.00 p.m. . . . Every 15 minutes.  
6.00 p.m. to 7.00 p.m. . . . Every 15 minutes.  
7.00 p.m. to 8.00 p.m. . . . Every 15 minutes.  
**NIGHT CARS** as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

**SPECIAL CARS** by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 4th June, 1907. [59]

## EYES



## RIGHT!

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write for Illustrated Booklet on "Defective Sight"—free.  
LONDON. 31, John Street, Bedford Row, W.C. HONGKONG, 27th November, 1904.  
CALCUTTA. 59, Beilack Street. SHANGHAI. 566, Nanking Road. [44]

## Public Companies.

## THE HONGKONG HOTEL COMPANY, LIMITED.

**NOTICE.**  
THE ORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the CHINESE CLUB, 110, Queen's Road, on **STURDAY, the 14th September, 1907, at 12.30 P.M.,** for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1907, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th September, both days inclusive.  
By Order of the Board,  
**C. MOONEY,** Secretary.  
Hongkong, 9th September, 1907. [817]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, 7th September, 1907, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.  
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd September, both days inclusive.  
**DOUGLAS LAIRDALE & Co.,**  
General Managers.  
Hongkong, 7th September, 1907. [815]

## For Sale.

**IRISH TERRIERS.**  
**FOUR PUPS** (male), Thorough-Bred, 6 weeks old. For sale. Prices moderate.  
Apply to—  
**C. A.,**  
C/o Hongkong Telegraph.  
Hongkong, 30th August, 1907. [790]

## PABST BREWING COMPANY, MILWAUKEE.

**FRESH SUPPLIES**  
ALWAYS KEPT IN STOCK  
BY  
**SIEMSEN & Co.,**  
Agents for  
HONGKONG & SOUTH CHINA.  
Hongkong, 29th July, 1907. [54]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net **\$4.50** per Cask ex-Factory.  
In Bags of 250 lbs. net **\$2.70** per Bag ex-Factory.  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 2nd October, 1906. [48]

## HUMBER CYCLES.

## THE BEST IN THE WORLD.

## Cycles Makers

## BY ROYAL WARRANTS

## TO H.M. KING EDW. VII. AND H.B.H. PRINCE OF WALES

WITH THE LATEST, BEST 3 SPEEDGEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News.—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

## DRAGON CYCLE DEPOT,

AGENTS,  
11, D'AGUIAR STREET AND KOWLOON.  
Hongkong, 19th July, 1907. [467]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

**MANAGER.**  
Hongkong, 4th December, 1906.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings of Cargo:—  
From London, &c., ex S.S. Victoria.  
From Calcutta, ex S.S. Aila.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamer.  
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns.  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 5th September, 1907. [1]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.  
Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.  
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the goods have left the Godowns.  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 4th September, 1907. [12]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"GOELEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained.  
Optional Cargo will be forwarded, subject to notice to the contrary being given before MONDAY, the 9th of September, at 5 P.M.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 A.M.  
All Claims must reach us before the 30th of September, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

## NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 9th September, 1907. [1]

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 9th September, 1907. [11]



## Intimation.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS  
BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.

**WATSON'S**  
**HOUSEHOLD**  
**AMMONIA.**  
An Elegant Preparation for the Toilet and  
Bath, Refreshing and Invigorating.

**LOTION**  
FOR  
**PRICKLY HEAT.**  
An Efficacious Remedy.  
GIVES INSTANT RELIEF.

**PURE CARBOLIC**  
**SOAPS.**

Highly Recommended by the Medical Faculty.

**STRONG MEDICAL.**  
Guaranteed to contain 20 per cent. of  
Pure Carbolic Acid.

**MEDIUM.**  
Guaranteed to contain 10 per cent. of  
Pure Carbolic Acid.

**TOILET SOAP.**  
Guaranteed to contain 5 per cent. of  
Pure Carbolic Acid.

**FRAGRANT TOOTH**  
**WASH.**

Antiseptic and Detergent—Whitens the Teeth  
and strengthens the Gums.

**A. S. WATSON & CO.,**  
LIMITED.

CHEMISTS, DRUGGISTS AND  
PERFUMERS.

THE HONGKONG DISPENSARY.  
Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 11, 1907.

CHINESE WARSHIPS FROM  
JAPAN.

That the rehabilitation of China's Navy and the relation which the Chinese naval programme stands to Japan is engaging more than cursory interest will be found in the fact that the placing of the orders for Chinese warships from Japan is considered of sufficient importance, as it cannot fail to do, to correspondents in China of influential journals in England to bring the matter before the notice of readers at home. Writing from Shanghai, the correspondent of the London Morning Leader records the fact that the Kawasaki Dockyard Company of Japan, has just obtained an order from the Chinese Government to build ten or twelve light gunboats for service on the Yangtze. The correspondent says:—"Admiral Sah Ching, Commander-in-Chief of the Chinese Peiyang and Nanyang squadrons, who is now at Peking, advising on the reconstruction of the Chinese Navy, pleaded urgently for cruisers, but was told bluntly that the Chinese finances were too low to admit of any such outlay. Indeed, the gunboats would never have been ordered, but that the Kawasaki Company proposed to accept payment by yearly instalments. That is a fact worth watching by British and American shipbuilding companies. It shows clearly how the astute Japanese are trying to curry favour with China in order to get the building of all Chinese vessels, both naval and mercantile." In connection with that message the telegram which the *Mainichi* recently received from its correspondent at Peking is worthy of notice. The despatch says:—"An influential Censor has submitted a representation to Their Majesties regarding the placing of orders in Japan by the authorities of various Provinces for the construction of warships; Japan, he alleges, repairs and refits vessels of her own, which were used in the recent war and sells them to China, and the Chinese authorities do not discover that they have been deceived. Being strongly impressed by this assertion T'ieh Liang, the Minister of War, has advised Their Majesties to instruct the provincial Governments to insist upon strict contracts in the event of Japan or other foreign countries being asked to construct warships. The accusation made by the censor is attributed to the influence of certain foreigners who have been trying to sow distrust between the Japanese dockyard com-

panies and the Chinese authorities. In this connection it is said that the recent visit of officials of the Kawasaki Dockyard to Peking attracted much attention among foreigners. Commenting on the foregoing reports, the *China Gazette* makes some pertinent observations. Our Shanghai contemporary's criticisms merit consideration. It remarks:—"It is interesting to note that some of the Chinese statesmen in Peking are waking up to the fact that in some mysterious manner China has tied herself to Japan in the matter of the re-building of China's Navy. But we are sorry to observe that the first public intimation from China on the subject should be marked by an absurd error which only goes to show how childish after all are the great men of Peking occasionally, and how ill-informed upon subjects on which they might easily obtain accurate knowledge. Almost every observant newspaper reader must have been struck by the frequency of announcements in the local press that another gunboat had been launched at the Kawasaki Dock at Kobe for the Chinese Government. It was only last week that the launch of the sixth of these vessels was so recorded. These ships have all been ordered by the Viceroy of Chang Chih-tung for service on the Yangtze, and other warships are also in course of construction for China in Japanese establishments. This policy of going to Japan for assistance in the matter of naval construction commenced immediately after the conclusion of the Chinese-Japanese Agreement, following the Portsmouth Treaty, and has continued so consistently ever since that it is more than half suspected that a secret understanding upon this point formed part of the recent Peking Convention between China and Japan. Orders which hitherto went to British or German yards have for the past two years gone regularly, and if as 'pre-arranged,' to Japan, all question of competition being apparently eliminated from such transactions by mutual but secret agreement. What the *quid pro quo* to China is we have not even heard a hint, but there must have been a consideration given somewhere or in some form, for otherwise it is not likely that orders for vessels at twenty to twenty-five per cent. over what they could be built for locally in the Kiangnan Arsenal, and much higher than they would have cost in England, would have been placed with the Japanese builders by China. But for the censor, who now denounces the Japanese builders, to say that they are supplying old vessels refurbished to look like new is absurd. China's policy in naval matters seems just as fatuous and foolish as in other directions where 'reform' is ostensibly aimed at, but in reality where new and more up-to-date methods of 'squeeze' are the real target sought."

## LOCAL AND GENERAL.

PRINCE GEORGE of Greece is betrothed to Princess Marie Bonaparte.

A Peking dispatch states that the Central Government is arranging for a loan of Tls. 15,000,000 for the re-organization of the Imperial Navy.

It is stated that the plains around Chengtu, the capital of Szechuan, are under several feet of water, caused by incessant rains, from which many lives have been lost.

MR. GLASS, a director of the San Francisco Telephone Company, has been sentenced to five years' imprisonment on a charge of bribery preferred by the supervisors.

THE report that President Roosevelt and the German Emperor had entered into an agreement for the protection of the Atlantic coast during the absence of the American Fleet is ridiculed as absurd in London.

TWO Indian prisoners in charge of two warders arrived from Shanghai by the s.s. *Kwongyang* to-day. One of the prisoners is to serve three years and the other five in Victoria Gaol for the stabbing affray in Shanghai.

ACCORDING to the latest returns, the import of Japanese goods to Vladivostok is worth seven million roubles against 4,200,000 roubles in 1903, while the corresponding figures for Russian exports to Japan are 213,000 roubles in 1905 and 8,200,000 roubles in 1903.

IN the Marine Court, to-day, the Harbour Master, Commander Basil Taylor, R.N., fined the owners of six cargo-boats \$10 each for lying alongside the steamer *Hatching* in such a manner as to cause an obstruction to Pottenger's wharf. P.C. Downey prosecuted.

THE negotiations between China and Russia are about to be renewed, as the Russian Minister has returned to the Capital from his summer holiday. Sir Chentung Liang Ching, former Chinese Minister at Washington, may probably be appointed Special Commissioner for the negotiations.

VICEROY Yuan Shih-kai has recommended to the Throne that Yang Shih-hsiang, Governor of 'Hantung,' be appointed Acting Viceroys of Chihli, during his absence in Peking, and that the ex-Grand Councillor and Governor-General of Hoonan, Liu Shao-nien, be sent to Shantung as Acting Governor *ad interim*.

IN view of the changing conditions of the shipping business, it is stated that the N.Y.K. intends to gradually disengage its chartered vessels. The steamer *Rio de Maru* was released at Kobe on the 1st, the *Ataka Maru* will be similarly dealt with here on the 3rd, the *Nitta Maru* on the 5th, and the *Reikin Maru* on the 14th.

## THE YUMCHOW RIOT.

YONG SHING CAPTURED.

SCHOOLS ATTACKED.

[From Our Own Correspondent.]

Canton, 10th September.

The authorities here are in receipt of further despatches relating to the disturbance at Fong Shing last week. The despatches, however, contain but meagre details of the outbreak. One account states that, after killing the magistrate and the members of his family and others, the rioters captured Fong Shing and were still in possession of the city on the date of the despatch. It appears that, for reasons which have not transpired, the bandits entertained bad feelings towards the schools and other educational institutions in the city. They concentrated their attack upon the schools with much bitterness and vigour. It is not reported whether the school authorities have suffered at the hands of the invaders.

The despatch concludes with an urgent application to the Provincial authorities for the despatch of further reinforcements without which, it was believed, the outbreak cannot be successfully suppressed.

THE NEW VICEROY.

On account of the rising, the provisional government have despatched a telegram to the new Viceroy, H.E. Chang Jen-chun, now at Shanghai, requesting him to proceed South without further delay. A reply to the message has been received; in it H.E. Chang states that he will leave for the South by the first steamer.

SHUM WANTED.

Because of the frequent occurrence of outrages, anti-marchical risings, etc., in the province of Kwangtung, Prince Su, the president of the Ministry of Internal Affairs, is of opinion that H.E. Shum Chun-hsuen should be re-appointed to the Liang Kwang Vicereignty, and he has proposed to memorialise the Throne on the matter, urging the re-appointment. Prince Su considers that Shum is a capable and a suitable official to hold the reins of Government in the Southern capital, in a crisis.

## THE DES VŒUX ROAD MURDER.

ONE MAN HANGED.

Tam Piu, the coolie, who with two others was convicted at the Criminal Sessions recently and sentenced to death for the murder of Lo Pak Ching, late foreman in charge of Messrs. Watson and Company's aerated water factory, at Des Vœux Road, on the 21st July last, paid the extreme penalty of the law in Victoria Gaol, early this morning. The sentence of the other two coolies, we understand, has been commuted to penal servitude for life. This afternoon, the usual inquiry to determine the cause of death was conducted at the Magistrate's office, before Mr. F.A. Hazeland, presiding as Coroner, and a jury.

KOREAN labourers are organizing a society for the propagation of the independence of Korea, with headquarters at San Francisco. They have sent a long and urgent appeal to the home people calling on them to decapitate disloyal subjects of Korea, and to bring the ruinous Agreement with Japan to a close. For otherwise, they say, Koreans will remain slaves for ever.

A MESSAGE from Tacoma, dated August 6th, says:—"With a cargo that fills her hold to the hatches, the Blue Funnel liner 'Ningchow' will sail from Tacoma to-morrow morning for Japan, China, India and England. Her cargo is estimated to be worth \$200,000. The 'Ningchow' will take from Tacoma one of the largest shipments of lumber ever taken from the Sound by one of the Blue Funnel steamers, nearly 3,000,000 feet of lumber being loaded on the steamer. Some of the sticks in her cargo are seven feet in length. Part of the lumber will be used by British shipyards."

CASA BLANCA, the scene of the latest Moorish trouble, is so called in Spanish as the equivalent of Dar el Bada, which in English is simply White House. The town and its name date only from the end of the sixteenth century, though a famous city called Anfa, formerly stood on the same spot. Captured by the Amir Yalub II. in 1260, Anfa became one of the most important trading cities in Africa; but, as it combined piracy with legitimate business, Alfonso V. of Portugal sacked and destroyed it in 1488. It remained a mere collection of ruins until the Portuguese rebuilt it with its new name just over a century afterwards.

A COOK named Lam Tak, residing in Temple Street, Yau-mai-lai, was before Mr. C. A. D. Melbourne, in the Police Court, yesterday, charged with attempting to steal a cash-box containing \$15 in cash, from the steamer *Cheung Sing* on Monday. From evidence heard, it would appear that the cash-box belonged to accused's brother, who was employed on board the ship. Some time during that day he succeeded in leaving the vessel with the box. In the afternoon he returned to the ship and started to look for the accountant, whom he stated, he wanted to stab. Then he was given in charge. Accused's cell was a lame one. His Worship sentenced him to fifteen days' hard labour.

RECEIVERS of telegrams in Japan are well aware of the fact that sometimes the messages when they arrive at their destination do not convey the meaning intended. An amusing instance of this has just been brought to our notice. A Yokohama resident, whose wife and family are staying at one of the well-known summer resorts, being somewhat anxious for their welfare, in view of the recent floods, sent a telegram inquiring recently. On Wednesday morning (says the *Japan Herald*) the gentleman received a reply stating all was well, with the final injunction "Don't marry!" The receiver has since been wondering whether this is a warning against bigamy or merely another reading of the word "worry."

## THE S.S. "HANOI."

COMPLETES 400TH VOYAGE.

A conspicuous vessel among the shipping to the harbour this morning was the s.s. *Hanoi*, of Messrs. Marty & Co. Dressed in honour of the occasion and displaying the figures 400 on the stay between the masts, this familiar, coasting steamer of the Hongkong-Haiphong line completed her four hundredth voyage to-day. For the past thirteen years the *Hanoi* has been profitably employed on the run between Hongkong and Haiphong, and during the past seven years she has been continuously under the command of the well-known and popular skipper, Capt. P. Merlees, who was, to-day, the recipient of many congratulations for the remarkably successful career of his good ship, the *Hanoi*. As Captain of the *Hanoi*, Capt. Merlees has safely piloted the vessel over 171 voyages, having previously made 43 trips on the same Company's s.s. *Hue* and 21 on board the *Hollow*. Capt. Merlees has been in Messrs. Marty's service for a period of over nine years.

In the whole course of the 400 voyages which the *Hanoi* has made it is remarkable how few have been the accidents that have befallen one of the pioneer vessels to be engaged on the Southern Coastal trade. We believe the only two instances wherein the *Hanoi* came to grief were previous to Capt. Merlees' command. On one occasion the steamer ran ashore in Hainan Head and on the other she grounded on the Hainan Banks.

Capt. Merlees has for his officers Mr. C. Zerk as chief, and Mr. C. Hansen as second mate, while the engine-room staff is composed of Messrs. Reiten, Buewen and Harry Lockhead, as chief, second, and third engineers, respectively. Before proceeding ashore to-day "Continued prosperity to the s.s. *Hanoi*" was pledged with wine by those on board this morning.

## THE FRENCH STREET MURDER.

THE STORY.

Investigation into the affairs of the French Street murder case, which was opened at the Magistrate's yesterday, was resumed this forenoon and continued to late this afternoon before Mr. F. A. Hazeland.

Sergeant Gordon, of No. 7 Police Station, said that at 9.50 p.m., on the 27th August, he was on station duty. He heard a noise going on in the street. Witness went out to investigate. Arriving about seven paces from the junction of French Street and Queen's Road West he saw the body of the deceased lying face downwards on the street. A stream of blood was running into the side channel. Witness examined the body and found six stab wounds in the back and another under the right eye. The corpse he later removed to the morgue, where it was identified by several persons as that of Lum Choi, a carpenter, residing at 258, Des Vœux Road West.

Here the witness spoke of arresting the two accused. On receipt of information witness and Policeman No. 100 went to house 300, Queen's Road West. There they found the first accused. He was sitting on a bed, while the second accused was hiding under it. The room was next searched and a knife, a tub of evil-smelling water, a pair of knuckle-dusters and a bundle of fighting sticks, each about eighteen inches in length, were found. Witness emphasised the fact that a few sticks picked up in French Street that night corresponded favourably with those found in the house. When the first accused was arrested he had a stab wound on the back of the left hand, between the second and third fingers.

Inspector Collett—When you searched deceased's body did you find any weapons? Witness—No.

On some of the sticks captured were there any Chinese characters inscribed on them? Yes. In fact the characters on one of the sticks picked up in French Street also corresponded with some of the characters on the sticks found in the house.

Ley Yu, a blacksmith, employed at Wanchai, said he was a member of the Kwong On Club. Deceased was also a member of that club. Witness knew the two defendants by sight. They belonged to the Kwong Chung Shun Club. The Kwong On Club house is at 28, New Street; the Kwong Chung Shun in Rennie Street.

Inspector Collett—There was a dispute between the two clubs? Witness—Yes.

Over what? Over a singing girl. One of the members of our club, Lau Fung, was engaged to a singing girl and later he found his girl going over to the other club.

When did the first trouble arise over this matter? On 1st July, in consequence of this affair.

What happened?—Lau Fung was struck that evening by a number of men belonging to the Kwong Chung Shun Club.

Tell us what you know of the murder?—On the 27th August, at about 7 p.m., I met Lau Fung on the street at Shek-tong-tai.

Was anyone with Lau Fung at the time?—Yes, the deceased and several other men.

How long did you remain at Shek-tong-tai with deceased that night?—About three-quarters of an hour.

His Worship—Doing what?—Nothing in particular. Only walking about the street.

Proceeding with his story, witness said that at about nine o'clock he started with the others to go home. They were walking in single file. Deceased was in front, next came witness and Lau Fung last. Arriving at the junction of the Sam To Nullah and Water Street witness saw a number of men standing on the dark side of the road. From the gang witness heard somebody say: "Hut! Hut!" "Hit him!" Immediately this was said the gang set upon Lau Fung and thrashed him with sticks. "Deceased and myself," said the witness, "were pursued along Des Vœux Road and up French Street. Deceased was leading the way all the time. In turning into the latter street I saw someone stab deceased in the back. I heard deceased cry out and fall to the ground. Then I turned and fled."

## THE CANTON FIRE.

HUNDRED HONGS GUTTED.

FOREIGN INSURANCE COMPANIES INVOLVED.

[From a Correspondent.]

Shameen, 10th September.

Shortly after three o'clock this afternoon a fire broke out in Tsin Hing Street, in the business quarter of the Chinese city. From present reports it is learnt that the outbreak commenced in a kerosene store. Owing to the inflammable nature of the contents of the building the flames soon obtained an overpowering hold of the premises and before long it could be seen that the premises were doomed to total destruction. The adjoining buildings, which were threatened upon the first outbreak, became soon enveloped in flames also. Within an hour of the alarm being raised, the whole neighbourhood was in a state of great excitement, bordering almost on panic, as it became evident that almost the entire street would be consumed by fire. The worst fears were unfortunately realized. The wealthy hong and first-class native stores in Tsin Hing Street were involved in the conflagration, and before the terrific blaze, which was burning with fierce rapidity, could be got under, establishments of the "Sap Sam Hong" became ignited and were subsequently gutted. For four hours the fire burnt continuously and was ultimately controlled by seven o'clock in the evening, not before some ninety to a hundred hong, however, had been gutted. The loss incurred in merchandise and property destroyed cannot yet be estimated, but a rough guess might place the figure at a conservative estimate of not less than half a million dollars. Several foreign insurance companies have risks in some of the buildings destroyed, and it is understood that Messrs. Siemens & Co., whose agents have a controlling business in the issuance of policies in Canton, may have to meet a few claims. It is to be hoped that the loss to be met by the foreign companies will not aggregate a large sum.

## NEIGHBOURS AT VARIANCE.

PARODY OF A HYMN.

The summons taken out by William Wolfe, of the Naval Yard, and his wife, Louisa Ada, against Mrs. Amy Gillan, of 3, Duddell Street, for disorderly behaviour, and the cross-summons for a similar offence, alleged to have taken place on the 27th ultimo, against Mr. and Mrs. Wolfe, were heard before Mr. C. A. D. Melbourne, this afternoon, in the Police Court.

Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Mayer, appeared for the prosecution in the first case, whilst Mr. F. X. d'Almada e Castro represented the defendant.

In outlining the particulars of the case, Mr. Jackson said that the parties lived at No. 3, Duddell Street. When complainant took the room in that building defendant was in gaol for being in possession of arms and for sending threatening letters to people.

Mr. d'Almada e Castro—My client was never in gaol.

Mr. Jackson—She was in gaol on remand—no serving sentence.

Mr. d'Almada e Castro—I don't think that has any relevancy to the matter.

His Worship—It shows she has been there. Proceeding, Mr. Jackson said that there was peace and quietness in the house until the arrival of the defendant. Then the trouble started, as defendant was in the habit when she saw Mrs. Wolfe to make faces at her and put out her tongue. The conduct was such that complainants made arrangements to leave the house, Mrs. Wolfe being afraid to remain on the premises during her husband's absence.

On the 1st August the operations began.

Mr. d'Almada e Castro—I hope my friend would come to the point—confine himself as to what occurred on the 28th ultimo.

On the 28th August, Mr. Jackson pursued the "performance" began. The defendant, he said, was religiously inclined and was constantly singing. One of her favourite songs was, "I'll follow Jesus," with variations. Human nature could stand that no longer and Mrs. Wolfe asked her to stop it. When her husband returned home for supper Mrs. Wolfe told him of the inconvenience, and he went and knocked at Mrs. Gillan's door. Mrs. Gillan came out on to the verandah and started blowing a police-whistle and calling "police" and "murder." A large crowd assembled outside the house and soon three policemen appeared. Wolfe also started blowing a whistle to help the police along.

(Laughter.) Mrs. Wolfe was called to the stand.

Mr. Jackson—You are the husband of Mrs. Wolfe? (Laughter.) I mean his wife.

Mrs. Wolfe—Yes.

Now tell us what happened on the 28th ultimo. On that morning she started singing. What did she sing?—"I'll follow Jesus."

Did she sing it in the proper way, according to the book?—No. She made her own verses. She has some "choice" expressions of her own, hasn't she?—Yes.

Didn't you have to take refuge in another lady's house before on account of Mrs. Gillan?—On several occasions.

When she started singing that song did you ask her to stop?—Yes, I asked her if I was not going to have any peace.

Did she stop?—No, she called me bad names. When your husband returned from work that day what happened?—I told him of the occurrence.

What did he do?—He went to Mrs. Gillan's room and asked for her son. Mrs. Gillan came out through the back door and started to blow a police whistle, at the same time calling out "Police, Murder."

## The well-known Hongkong Telegraph.

I think?—Yes. What did defendant do?—She said she had a photograph of myself and my brother-in-law and something else.

Cross-examined by Mr. d'Almada e Castro: The defendant has a Chinese servant boy?—Yes.

They are constantly changing servants?—I don't know.

Did Mrs. Gillan on the evening of the 27th August go from her room to the bath-room carrying water, with the boy following?—No. You did not attempt to speak to the boy?—No. That was in the morning.

Well, you attempted to speak to her boy?—Yes, sir.

And she stopped you?—She pulled him away.

Did she abuse you?—Yes; and went to her room and played the piano.

Was her playing objectionable?—Yes. Didn't you tell her, "boy," that Mrs. Gillan was mad?—No.

Now, on the 28th August, what occurred?—The trouble was renewed.

You said that she started to sing, "I'll follow Jesus." Now, how do you know she was not singing it properly?—Because one "I'll follow" "I'll go to gaol," meaning me.

William Wolfe, storekeeper, Naval Yard Extension, said he went to live in Duddell Street in July. Coming to the point witness said that on the 28th August when he returned home he found his wife very upset. Witness consulted his brother on the matter and they decided to speak to Mrs. Gillan's son. Witness went to defendant's door to call her son. The defendant rushed into the verandah, blowing a whistle and yelling, "Police" and "Murder." When matters quieted a bit Mrs. Gillan said: "I can buy my own clothes, and don't live with two men." Witness's wife went out and met Mrs. Gillan in the corridor. At the time the latter was on her way to her room, and when she saw witness's wife she looked as if she wanted to empty a glass of water she carried in her hand over his wife. The latter waved off the blow and the glass fell to the ground.

Mr. d'Almada—Mrs. Gillan has a piano?—Yes.

Does she play all day long?—Yes. Is it a good piano?—Whether it is or not I don't know. It wants tuning.

Harry Wolfe, a brother of the complainant, an officer of the P. W. D., corroborated the story of the first two witnesses.

Mr. Jackson—What are some of the songs defendant sang?—"Follow, follow Jesus," "Bring in the sheath," etc.

Were they sung in the orthodox way?—No, sometimes we couldn't make out what she was saying.

Do you like a piano, Mr. Wolfe?—I rather like a piano.

Mr. Jackson—Mr. d'Almada thought you did not.

Mr. d'Almada—Did you and a Mr. Polley decide to pay the doctor's fees to have defendant examined?—No.

Didn't you ask McEwen, Frickel and Company to give defendant notice to quit the premises?—No. They gave her notice themselves.

The case was adjourned.

## ACCIDENT ON A SHIP.

CHINAMAN PINNED TO SHIP'S SIDE BY PIECE OF TIMBER.

A most unfortunate accident, and one which might, perhaps, terminate fatally, occurred yesterday afternoon on board the Indo-China Company's steamer *Fanlung*, then anchored off Kollat Island. From particulars obtained at police headquarters, it would appear that shortly after the fifth hour one of the ship's hands—a Chinaman—was ordered below to clean out one of the holds. At the time of the man's descent a number of labourers were engaged in removing some pieces of timber which were lying near the hatchway, over the hold into which the coolie had descended. Up to now the work was being carried out satisfactorily; but in removing the last piece of wood a plank measuring some twenty feet long and weighing about two hundred weights—the labourer, somehow or another, allowed it to fall. It is alleged, the plank dropped into the hold with a fearful thud, and in heeling over, the deck hand, who by that time had nearly completed his work below, was struck on the chest and pinned to the side of the ship. The work of getting the unfortunate man to the deck was that of a few minutes. Then, after temporary treatment, an ambulance was obtained from the Central Police Station and the injured Chinaman taken to the Government Civil Hospital, where he now lies in a precarious condition.

ACCORDING to the *N. C. D. News*, the United States Court for China, at Shanghai, was on 4th inst. adjourned until October 9. A commission was issued in order that evidence might be taken in connexion with the disappearance proceedings instituted by the Court against Mr. Lorrin Andrews, and it is probable that some three months will elapse before the case is again called on. It is hoped that during the vacation the many necessary alterations and improvements will be made in the Court Room at the Consulate-General, the expense of providing proper accommodation for members of the Bar, the Press and the Public would not be great. Judge Wilfey, the Court officials and every one whom business takes to the Court would benefit. At present if a person enters the room during the hearing of a case the Court has to wait while the newcomer finds a seat or the marshal obtains a chair from the "other side of the curtain."

## SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kutiang*) 14th inst.  
American (*Nippon Maru*) 14th inst.  
French (*Nara*) 15th inst.  
Indian (*Laitang*) 21st inst.  
Canadian (*Empress of India*) 24th inst.

The Ben Loe s.s. *Banmak*, from London, left Singapore to-day, for this port.



## Telegrams.

[Ruiter's.]

**The Japanese Cruisers at Trieste.**  
London, 9th September.  
Festivities in honour of the Japanese cruisers continue at Trieste.

**Laurel of a Russian Battleship.**  
The battleship *Imperator Paul*, 17,600 tons, was launched at St. Petersburg on Saturday.

**Oriental in British Columbia.**  
The *Triumph* reports that, following on the refusal of the Lieutenant-Governor to sign an Oriental Exclusion measure, a mob wrecked the Japanese and Chinese quarters in Vancouver.

In one district the Japanese, armed with knives and sticks, drove off the rioters, injuring twelve of them; one Japanese was fatally wounded.

The mob also attacked 400 Japanese who were just landing and threw some of them in the water, who were rescued with difficulty.

Later.

## The Toger

Probable starters: All Black, Wool Wind, er, Roi Herode, Altitude, Acclaim, Hymetus, Glass Doll, Baitinglass, Bezonian Serpin, Loamedia, Dusty Miller, Lorig, Weathercock and Slick Up.

## Obituary.

The death of the Bishop of Chichester is announced.

## ROYAL INDIAN MARINE.

STEAMERS' PROGRAMME FOR 1907-08.

Simla, 22nd August.

The following is the programme of the movements of Royal Indian Marine steamers during the season of 1907-08:

The R. I. M. S. *Dufferin* leaves Bombay on the 1st of October for Aden with the 13th Infantry, returning to Bombay on the 17th with the 16th Madras. She will then be employed to take the Viceroy to Burma, and then back to Calcutta between the 9th of November and the 22nd December. She leaves Calcutta for Bombay with No. 64 Company, R. G. A., and leaves Bombay on the 8th of January with the 18th Infantry for Colombo. She leaves Colombo on the 15th for Madras with the 75th Infantry; leaves Madras on the 21st for Singapore with the 99th Infantry; leaves Singapore for Madras on the 1st of February with the 95th Infantry; arrives on the 7th of February; crosses to Rangoon; leaves Rangoon for Calcutta on the 19th, with the 1st Battalion of the King's Own; leaves Calcutta for Madras on the 26th with the 6th Infantry; leaves Madras for Bombay on the 2nd of March; leaves Bombay for Karachi on the 10th with the 2nd Battalion of the Connaught Rangers, and the 23rd Company Sappers and Miners; leaves Karachi for Bombay and Hongkong on the 15th with the 1st Company Sappers and Miners for Bombay, and the 10th Infantry for Hongkong; and returns to Karachi on the 24th of April.

The R. I. M. S. *Harding* leaves Bombay for Karachi on the 4th of November with V. and W. Batteries, R. G. A.; leaves Karachi for Durban on the 20th of November with the 3rd Hussars; leaves Durban for Hongkong on the 10th December with the 2nd Battalion of the Cameron Highlanders; leaves Hongkong for Taku on the 2nd of January; leaves Taku for Hongkong and Calcutta on the 9th with a 1st Battalion of the Middlesex Regiment for Hongkong and the 4th Sikh for Calcutta; leaves Calcutta for Hongkong on the 13th of February with the 13th Infantry; leaves Hongkong for Bombay on the 1st of March with the 19th Infantry.

The R. I. M. S. *Northbrook* leaves Bombay for Aden on the 3rd of September with No. 62nd Company, R. G. A.; leaves Aden on the 13th with the 1st Pioneer for Madras and No. 61 Company, R. G. A., for Calcutta; leaves Calcutta for Rangoon empty; leaves Rangoon for Madras on the 7th of October; and leaves Madras on the 12th for Bombay with details for transport by the *Dongola*; leaves Bombay on the 4th of November for Calcutta with the 2nd Battalion of the Munsters; leaves Calcutta for Bombay empty; leaves Bombay on the 28th of November; Karachi on the 1st of December; and Calcutta on the 15th of December for Rangoon, carrying the 1st King's Dragoon Guards from Bombay to Karachi; 2nd 77 Company, R.G.A., from Bombay to Rangoon; and 2nd Battalion, Royal Welch Fusiliers, from Calcutta to Rangoon; leaves Rangoon on the 22nd for Madras and Bombay, carrying details for transport by the *Flinty*, and No. 79 Company, R.G.A., from Rangoon to Bombay; leaves Bombay on the 30th of January, and Madras on the 6th of February for Rangoon, carrying details arriving in transports.

The R. I. M. S. *Assa* leaves Rangoon on the 24th of February for Madras and Bombay carrying details for transports.

The R. I. M. S. *Plassey* leaves Bombay for Madras on the 9th of March empty; leaves Madras on the 17th for Hongkong and Taku with the 76th Punjab; leaves Taku on the 10th of April for Hongkong and Calcutta with 4th Dogra.

The R. I. M. S. *Dalhousie* leaves Rangoon on the 24th of December for Calcutta with the 30th Mountain Battery; leaves Calcutta on the 27th Mountain Battery; leaves Rangoon on the 1st of January for Port Blair with one Company of British Infantry; leaves Rangoon for Port Blair on the 18th with three Companies of Native Infantry; leaves Port Blair on the 21st for Rangoon with three Companies of Native Infantry.

## MORRISON CENTENARY.

MEETING AT THE CITY HALL.

A large gathering of those interested in mission work in China assembled at the City Hall last evening in honour of the commemoration of the Morrison Centenary.

After the preliminary ceremony, H.E. the Governor addressed the gathering. Sir Frederick Lucard said:—We are assembled here this evening to do honour to one who has given his life and his talents to the service of China. Before I proceed with the few remarks which I have to offer to you, I think that it will enable us to get a better sense of proportion and to view the service which Robert Morrison rendered to China in the proper perspective if I glance for a moment at the earlier relations of Europe with China and ask you to remember for a moment his predecessors. It is as long ago as the beginning of the sixteenth century, some 1,400 years ago, that the early Nestorians came to China, being driven from Europe as heretics, and they left their impress on this country in mission work. The first accurate records we have of any mission work in China date from about the beginning of the fourteenth century, and to Italy belongs the credit of having sent the first Catholic missionaries to China in the thirteenth century. These men and their successors carried on the work until about the beginning of the nineteenth century, when Robert Morrison arrived in the field. Sectarian disputes had arisen just before this period, when the orthodox Catholics, supported by the Pope, were in antagonism to the more liberal toleration of the Jesuits who were supported by the Emperor Kang-hi. The result was that a persecution arose and the missionaries were expelled from the country. Just at this moment, when the anti-European feeling was at its height, Robert Morrison came out and landed in 1807 at Canton. He felt the feeling at that time that he was compelled shortly afterwards to leave Canton and to go to Macao, where he remained for some years engaged in literary studies. He did great work in producing an Anglo-Chinese dictionary, until, later, he was enabled to return to Canton. There among a small circle of followers he devoted himself to literary work until he died in 1834. Now, ladies and gentlemen, I began by saying we were assembled to do honour to the great pioneer and the great founder of missions. In what way is this quiet student in Canton entitled to be called a great pioneer and a great founder of missions? In my view it was because, first of all, he was the great founder of Protestant missions. He was the man who introduced the British missionary influence into China for the first time, the man who laid down the lines—the broad statesman-like lines—of the mission policy followed for many years after his death. It was his policy, for instance, at first to limit mission enterprise to the coast ports, not to precipitate entry into the far interior. Secondly, I think the claim is justified because he was the founder of the medical missions. His dispensaries which he opened at Canton he set the example which has developed in later years so prodigiously and most beneficially, and in my opinion—and I have seen mission work in other parts of the world—there is no higher or finer form of missionary enterprise than the medical. As a result the Medical Missions College was founded in 1835 shortly after his death. Thirdly, his claim to our gratitude rests on his great literary work. He was the author of the first great Anglo-Chinese dictionary which has formed the basis of all subsequent works since his day. He established printing presses; translated the words of the Bible into Chinese, and various tracts, prepared a grammar and translated many works of interest; and he wrote a book on the customs and habits of the Chinese which was the first key to the Chinese habits in Great Britain. His enterprise in this direction resulted in the founding of an Anglo-Chinese school at Malacca by a colleague, Dr. Milner, which later was transferred back to China, and after Hongkong became a British Colony, one was founded here. Dr. Morrison stood on the threshold of a new era. His unostentatious work enabled others to sow where he had reaped. His great literary work enabled others who came after him to enter a door which had been closed to himself, and to build upon foundations which he had laid. I think, ladies and gentlemen, that we all stand on the threshold of a new era. During the one hundred years that have passed since Morrison arrived at Canton we have learned a great deal. We stand amazed at the antiquity of the institutions and the learning of China. We recognise the ability of her leaders; and we recognise the industry and self-control of her vast population; and we watch with increasing interest from day to day the efforts which she is making to realise her ideal. During that one hundred years, although there have been many misunderstandings I think we can claim that no nation has been actuated by more friendly feelings towards China than the British. It is therefore with cordial goodwill that we watch now her efforts to create for herself a position—social, moral and political—among the powers of the earth such as is due to her to put her in her proper place. In that path of progress she can always count upon British sympathy and assistance if she requires it, and where it may be given legitimately and usefully. (Applause)

Addresses were then given by Mr. Fuong Ut Puan, Archdeacon Banister, and Mr. Au Fung-chi, the Chinese speeches being rendered into English by Mr. T. W. Pearce.

The usual vote of thanks having been accorded, the meeting terminated.

The mileage of railways belonging to the Tokaido, Chuo, Shinyetsu, Nippon, Kyoto and Hankoku lines damaged by the recent inundations amounts to a total of 208 miles. The cost of repairing the damages is estimated by an engineer in the Imperial Railway Bureau at ¥850,000—¥200,000 for the Tokaido line; ¥400,000 for the Chuo line; ¥500,000 for the Shinyetsu line; ¥500,000 for the Nippon line, and ¥500,000 for the Kyoto and Hankoku lines.

## THE "TARTAR" STOWAWAY CASE.

DECISION OF THE COURT.

Mr. F. A. Haselard, in the Police Court, this forenoon, handed down his decision in the *Tartar* stowaway case. This case, readers will remember, was that in which fourteen farmers were charged with stowing away on board the *Tartar* in June last, thereby defrauding the C. P. R. Company; and five of the crew with aiding and abetting the stowaways.

Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the prosecution; Mr. Edgar Davidson, of Messrs. Hastings & Hastings, and Mr. O. D. Thomson represented six of the stowaways, whilst Mr. P. W. Goldring, of Messrs. Goldring and Barlow, Mr. R. A. Hardley and Mr. H. K. Holmes defended the aiders and abettors. Inspector Kerr, of the Water Police Station, watched proceedings on behalf of the police.

Before the Court had delivered the decision in the case, Mr. Harding said he had a few remarks to make on behalf of his two clients who were in a different position, inasmuch as they pleaded guilty when arrested and had not withdrawn that plea as some of the others did. His clients had been refused bail—except they were required to put up between \$3,000 and \$4,000, which to their position was impossible. Another point he wished to call the Court's attention to was this. The men on pleading guilty should have been sentenced straight away. This was not done. Instead, they were kept in gaol for nineteen days; they were called as witnesses for the prosecution, and Mr. Harding considered it unjustifiable. Unless the prosecution had intended to ask for his clients' release they had no right to call them to the box. Therefore he would ask for their discharge.

His Worship reviewed the evidence shortly, commenting on it as he went along. He discredited the evidence of the second defendant in reference to the carpenter and the No. 1 fireman. As regards the stowaways he said that their evidence was given in a very clear manner. They had suffered hardships; they had no idea when going on board they would be going abroad, but they must be punished. The carpenter and the No. 1 fireman were discharged. The boatwain, the fireman and the panyman were convicted and sentenced to nine months' imprisonment. All the stowaways were fined \$100 each, with the option of two months' gaol.

## CANTON DAY BY DAY.

HARBOUR ACCIDENT.

[From Our Own Correspondent.]

Canton, 10th September.  
Yesterday morning a junk capsized in the harbour on account of the excess weight of cargo and the large number of passengers on board. There were over a hundred passengers on board the junk at the time of the accident. The boats in close vicinity at once rendered assistance and succeeded in rescuing many from the water. So far it has not been possible to ascertain whether any lives have been lost by the capsizing.

## ROWDINESS.

On the night of the 7th instant, a number of rowdies entered the Po Wah theatre, at the eastern section of the new bund, without having paid their admission fee, thus causing a fight between them and the doorkkeepers. They attacked the ticket collectors and slightly injured one of them with a revolver. The owners of the theatre have reported the case to the police authorities requesting them to deal with the offenders in a severe manner.

## FRENCH VISITORS.

The Consul-General for France at Canton has communicated with H.E. the Acting Viceroy to the effect that he, in company with some distinguished visitors, are desirous of making a visit to all the Government departments, bureaux, and other places of interest in Canton. The Viceroy has accordingly deputed expectant magistrate Sit Wing-nin to accompany the visitors on their tour.

## THE NEW VICEVOY.

A telegram from Shanghai states that the new Viceroy of the Two Kwang, H.E. Chang Yen-chun, will start for the South from that port on the 14th inst.

**CANTON-HANKOW RAILWAY.**  
The Shanghai shareholders have elected Mr. Yip Yu-tin as their representative on the board of Directors of the Canton-Hankow Railway Company for the ensuing year and have written to the Company to that effect.

## A BRITISH SUBJECT ARRESTED.

Yesterday, H.M. Consul-General at Canton communicated with H.E. the Acting Viceroy to the effect that a British subject has been arrested by some troops in the district of Heung-shan and requested expectant magistrate Sit Wing-nin to call at the Consulate to-day to discuss matters in connection with the case.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 11th at 11.55 a.m.—The barometer has risen considerably over N.E. Japan, and a slight rise has taken place also over the China coast, Formosa and the Philippines.

Pressure is high over N. China and the Sea of Japan; while a low pressure trough is lying over the N. part of the China Sea. Fresh N.E. winds are expected to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

## FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, moderate; showery.  
2.—Formosa Channel, N.E. winds, fresh.  
3.—South coast of China between Hongkong and Lamock, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## COLLISION IN THE HARBOUR.

COXSWAIN'S CERTIFICATE SUSPENDED.

An inquiry into the circumstances regarding the collision between the steam launch *Tai Ching* and the *Pelican*, which took place on the afternoon of the 9th instant, was conducted by Commander Basil Taylor, R.N., Harbour Master, in the Marine Court, to-day. The collision occurred at 3.15 o'clock, and the force of the impact very nearly capsized the *Pelican*, three of her crew being thrown into the water.

Mr. R. Unsworth, of the Hongkong and Kowloon Wharf and Godown Company, said he was on board the *Pelican* that afternoon. He had left the steamer *Linton*, which was anchored off the Central Market, on her starboard side, and was returning to Kowloon. As the *Pelican's* bow was clear of the *Linton's* the *Tai Ching* steamed up from the northward, shaving the bow of the *Linton*, and struck the *Pelican* square amidships on her port side. Three blasts were blown by the *Tai Ching* when the collision appeared imminent.

Lung Tai, the coxswain of the *Tai Ching*, said that on the afternoon of the collision he was on his way from Hongkong to Yau-ma-tei. When the *Linton* came in sight, the *Tai Ching*, he said, was two lengths off. Witness went full speed ahead. Witness explained that the reason he steamed so close to the *Linton* was because there was another launch—the *Sling Lee*—approaching him dead on.

The Court held that the *Tai Ching* was at fault. She should have eased her engines before approaching so crowded a corner of the harbour. The coxswain's certificate was suspended for a month.

## DEATH ON A BENZINE BOAT.

A SAD AFFAIR.

A peculiarly distressing affair occurred on one of the ships which trade in benzine. It appears that yesterday, reports the *Singapore Free Press* of 5th inst, whilst the s.s. *Pocahontas* was on her way here the chief engineer, Mr. T. S. Seed, went down into the shaft tunnel to put water on the bearings. Whilst there he was overcome with gases apparently from the ship's cargo, which was benzine, and though several attempts were made to rescue him it was not till three-quarters of an hour had passed that he was brought out. He was of course quite unconscious but artificial respiration was resorted to without success. At 12.30 the s.s. *Boreas*, the P. and O. steamer, was sighted and signals were made to her and she sent off a doctor. He could, however, do nothing for the man and had to pronounce life extinct. The saddest feature about the affair is, as we are informed, that a day or so before Seed had very gallantly gone to the rescue of two men in the bunkers who had become overcome by gas and had brought them out. The funeral is fixed to take place this morning.

The report of Capt. Gordon of the *Boreas* is that at 0.50 p.m. the *Pocahontas* signalled for medical assistance. At 1.19 p.m. a boat was despatched in charge of the third officer with surgeon. On the return of the latter, he reported the chief engineer, Mr. T. Seed, aged 34, dead from suffocation by benzine gas in the tunnel. Capt. Cox of the *Pocahontas* to call at Singapore to report.

## ACCIDENT TO A N. Y. K. STEAMER.

SHANGHAI DOCK CO. TO THE RESCUE.

The N. Y. K. has received a telegram from the Commander of a s.s. *Shinko Maru*, their chartered vessel, dated Wenchow, and last, to the effect that on her way from Takao she commenced to leak in her bottom and consequently was put ashore at Bull's Head Harbour near Wenchow. The telegram states that there is every hope of her being saved, and a salvage party is being despatched by the Shanghai Dock and Engineering Co., Shanghai Times.

## WATER RETURN.

Level and storage of water in reservoirs on the 1st September.

|                   | 1906.         | 1907.        |
|-------------------|---------------|--------------|
| Tyam...           | 15' 14" below | 0' 2" above  |
| Byewash...        | 25' 0" below  | 1' 14" below |
| Pokulum...        | 7' 8" below   | 0' 11" above |
| Wong-nei-chong... | 15' 14" below | 0' 0" below  |
| STORAGE GALLONS.  |               |              |
|                   | 1906.         | 1907.        |
| Tyam...           | 263,660,000   | 384,800,000  |
| Byewash...        | 447,000       | 107,480,000  |
| Pokulum...        | 49,260,000    | 66,000,000   |
| Wong-nei-chong... | 13,627,000    | 29,812,000   |
| Total...          | 331,987,000   | 500,360,000  |

Consumption of water in the City of Victoria and Hill District during the month of August.

|                                 | 1906.       | 1907.               |
|---------------------------------|-------------|---------------------|
| Consumption...                  | 130,004,000 | 144,999,000 gallons |
| Estimated population...         | 234,500     | 205,410             |
| Consumption per head per day... | 17.9        | 22.7 gallons        |

Rider Mains in operation in the Central and Western Districts and constant supply in all other districts during August, 1906. Constant supply in all districts throughout the month of August, 1907.

Consumption of water in Kowloon Peninsula during the month of August.

|                                 | 1906.       | 1907.              |
|---------------------------------|-------------|--------------------|
| Consumption...                  | 116,955,000 | 21,845,000 gallons |
| Estimated population...         | 80,600      | 79,300             |
| Consumption per head per day... | 6.8         | 8.8 gallons        |

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,  
Water Authority.

## To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"  
Captain E. Fey, will be despatched for the above Ports, on SATURDAY, the 14th inst, at 1 P.M.  
For Freight and Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 11th September, 1907. [821]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 14th inst., will be landed at Consignees' risk and expense.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by the Underlying.  
Bills of Lading will be countersigned by the Underlying.

DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 11th September, 1907. [822]

NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH" FROM SYDNEY AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th September, 1907. [823]

## THE S. S. "MANCHURIA."

HER OFFICERS.

When the Pacific Mail liner *Manchuria* left San Francisco for the Orient she took a number of new officers with her. Captain J. W. Saunders resumes command, and among her old officers are: First Officer W. J. Hill, promoted; Third Officer E. C. Austin, Chief Steward W. E. Veazie, and Second Steward E. L. Hollingham. Pursar J. Rennie, lately on the *Mongolia*, is transferred with his staff to the *Manchuria*. Second Officer W. C. Mott has been transferred from the *Mongolia*, while Fourth Officer H. Martin and the other officers are new men in service. William Barker, who was first assistant engineer on *Mongolia*, assumes command of the engine-room. His first assistant is John Keenan, formerly first assistant on the *Korea*, and W. A. Ridout, formerly second assistant on the *Siberia*, will be second assistant engineer officer on the renovated vessel. The other engineer officers are new men in the service. The *Manchuria's* engines were given a dock trial before sailing, and were pronounced to be in perfect condition. Her officers speak of the *Manchuria* as a vastly improved ship since her repairs were executed, and her trial is said to have exceeded the most sanguine expectations. The vessel easily maintained a speed of over seventeen knots, and everything worked beautifully. During the time the ship was under repairs nothing was allowed to deteriorate, and she is expected to give great satisfaction.

## THE BRITISH SQUADRON AT NAGASAKI.

The *Nagasaki Press* states that six British destroyers—the *Virago*, *Whiting*, *Landy*, *Hart*, *Oiler* and *Fume*—arrived at Nagasaki on Sunday morning, 1st inst., and are moored off Inasa. The armoured cruisers *King Alfred* (14,100 tons) and *Kent* (9,800 tons) and the third-class cruiser *Astrak* (4,360 tons) entered the harbour at 3 p.m. on Monday and are moored off Akunoura. About an hour later the despatch vessel *Atsuryu* (1,700 tons) also arrived. The flag of Vice-Admiral Sir Arthur Moore (Commander-in-Chief of the China Squadron) was flying from the *King Alfred*. We do not know, our Nagasaki contemporary remarks, the cause for the large vessels being given berths so far up the harbour, but we are sure that the officers and men will appreciate the courtesy and that it will not interfere with merchant shipping. It is to be hoped that, whenever possible, all foreign warships visiting the port will be similarly accommodated.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

|                     |         |
|---------------------|---------|
| London—Bank T.T.    | 2/2 1/2 |
| Do. demand          | 2/2 1/2 |
| Do. 4 months' sight | 2/2 1/2 |
| France—Bank T.T.    | 2/2 1/2 |
| America—Bank T.T.   | 2/2 1/2 |
| Germany—Bank T.T.   | 2/2 1/2 |
| India T.T.          | 160 1/2 |
| Do. demand          | 16 1/2  |
| Shanghai—Bank T.T.  | 73      |
| Singapore T.T.      | 5 1/2   |
| Japan—Bank T.T.     | 108 1/2 |
| Java—Bank T.T.      | 133 1/2 |

1 months' sight L/C..... 1/3 1/2

6 months' sight L/C..... 2/3 1/2

30 days' sight San Francisco & New York..... 3/5

4 months' sight do..... 2/3 1/2

30 days' sight Sydney and Melbourne..... 2/3 1/2

4 months' sight France..... 2/3 1/2

6 months' sight do..... 2/3 1/2

4 months' sight Germany..... 2/3 1/2

Bar Silver..... 31 7 1/2

Bank of England rate..... 41 7

Bank of France..... 52 0

Sovereign..... 105 0

## Intimations

THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS

BY

STEINWAY,

HAAKE,

WINKELMANN,

&amp; Co., &amp; Co., &amp; Co.

Prices from \$750.

Hongkong, 22nd August, 1907. [32]

TO COUNTERACT THE  
ENERVATING EFFECT OF THE  
HOT WEATHER,  
DRINK

"TANSAN"

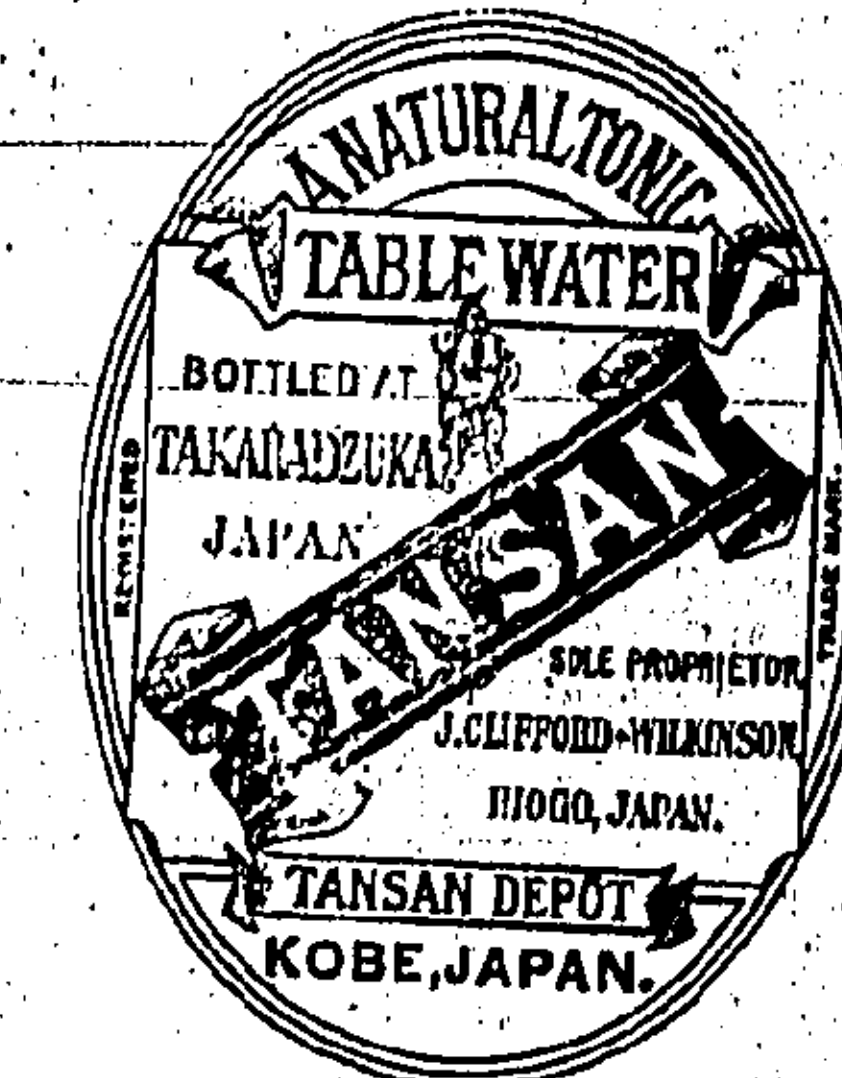
Bottled at the Takaradake Spring, Japan.

Mixed with Hock, Whisky, or Claret it has no equal as a "Thirst-quencher," Stimulant, and cure for Lassitude, and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.

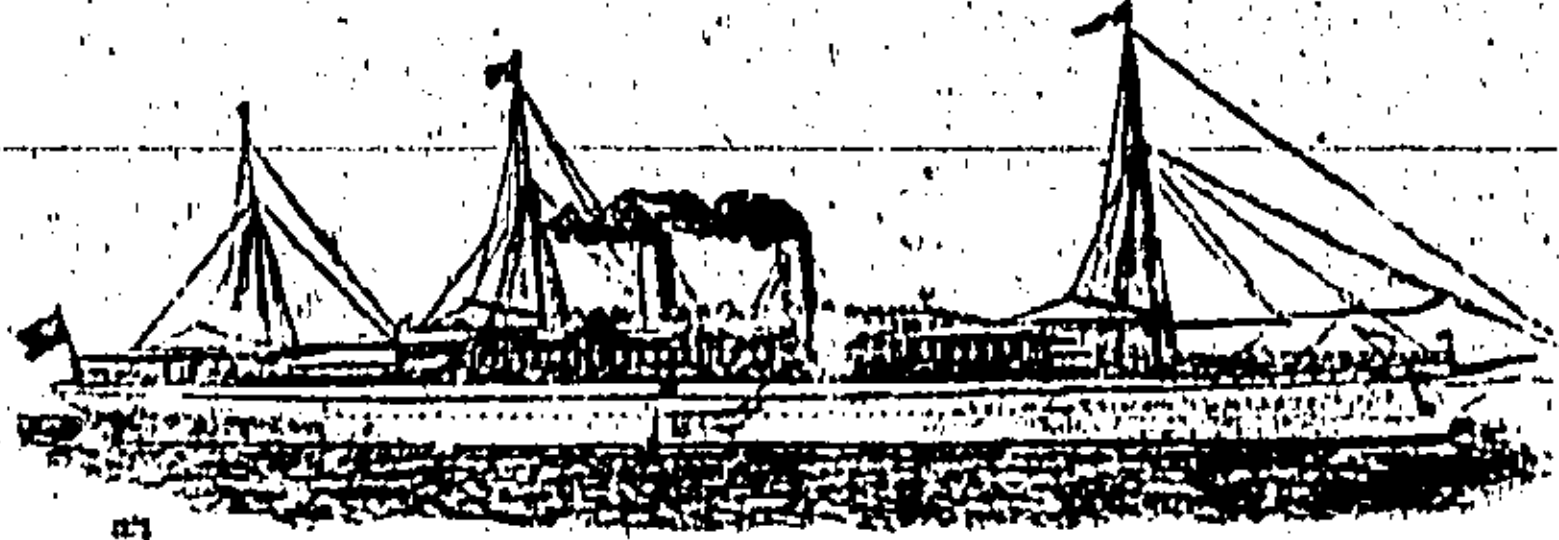
MEN who use it testify to its excellence. ALL SHOULD DRINK IT.



IT IS STILL THE BEST  
NATURAL MINERAL



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.  
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

| PROPOSED SAILINGS.       | (Subject to Alteration). |
|--------------------------|--------------------------|
| R.M.S. Tons              | LEAVE HONGKONG           |
| "EMPRESS OF CHINA" 6,000 | THURSDAY, Sept. 16th     |
| "EMPRESS OF INDIA" 6,000 | THURSDAY, Oct. 24th      |
| "MONTEAGLE" 6,000        | WEDNESDAY, Nov. 6th      |
| "EMPRESS OF JAPAN" 6,000 | THURSDAY, Nov. 21st      |
| "TARTAR" 6,000           | WEDNESDAY, Dec. 4th      |
| "EMPRESS OF CHINA" 6,000 | THURSDAY, Dec. 19th      |

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 21st Class, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on "Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For                      | Steamship | On                           |
|--------------------------|-----------|------------------------------|
| MANILA                   | LOONGSANG | FRIDAY, 13th Sept., 4 P.M.   |
| SINGAPORE                | FAUSANG   | SATURDAY, 14th Sept., 3 P.M. |
| SHANGHAI                 | KWONGSANG | SATURDAY, 14th Sept., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE | KUTSANG   | THURSDAY, 19th Sept., 4 P.M. |

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

|                                 | Single | Return |
|---------------------------------|--------|--------|
| Hongkong to Singapore 1st Class | \$ 65  | \$ 100 |
| Penang                          | 85     | 130    |
| Calcutta                        | 165    | 250    |

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

## JARDINE, MATHESON &amp; CO., LD.

General Managers.

Hongkong, 11th September, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

| FOR                          | STEAMERS    | TO SAIL            |
|------------------------------|-------------|--------------------|
| CEBU and ILOILO              | "SUNGKIANG" | 13th Sept., 4 P.M. |
| HOIHOW & HAIPHONG            | "SI OAN"    | 13th " daylight    |
| SWATOW, NINGPO & SHANGHAI    | "KIUKIANG"  | 14th " 4 P.M.      |
| MANILA                       | "TEAN"      | 17th " "           |
| SWATOW & SHANGHAI            | "SHAOSHING" | 17th " "           |
| CHEFOO & NEWCHWANG           | "KWEIYANG"  | 17th " "           |
| CHEFOO & TIENTSIN            | "KUEIHOW"   | 21st " "           |
| SWATOW & SHANGHAI            | "YOHOW"     | 23rd " "           |
| MANILA, ZAMBOANGA & COLONIES | "CHANGSHA"  | 27th " "           |
| YOKOHAMA & KOBE              | "OHINGTU"   | 10th Oct. "        |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 11th September, 1907.

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For    | Sailing Dates              |
|-----------|------|---------|--------|----------------------------|
| ROBI      | 2540 | Almond  | MANILA | SATURDAY, 14th Sept. 1907. |
| ZAFIRO    | 2540 | Fraser  | "      | SATURDAY, 21st Sept. 1907. |

For Freight or Passage, apply to

## SHEWAN TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 7th September, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

| Steamship | To sail |
|-----------|---------|
|           |         |

For Freight and further information, apply to

## SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 5th July 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

|              |          |              |           |
|--------------|----------|--------------|-----------|
| HOHENSTAUFEN | 1st Oct. | RHENANIA     | 2nd Oct.  |
| SILESIA      | 2nd Nov. | HOHENSTAUFEN | 30th Oct. |

Hongkong, 2nd September, 1907.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA:  
MOJI, KOBE AND YOKOHAMA.

| Steamer | Tons  | Captain       | Sailing    |
|---------|-------|---------------|------------|
| Tremont | 9,606 | T. W. Garlick | 12th Sept. |
| Suvaric | 6,235 | W. Shotton    | 1st Oct.   |
| Kumeric | 6,235 | D. Baird      | 15th Oct.  |
| Shawmut | 9,606 | E. V. Roberts | 5th Nov.   |

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL &amp; CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 2nd September, 1907.

[12]

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH,"

will be despatched for the above on the 14th instant.

For Freight and further Particulars, apply to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 10th September, 1907.

[17]

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NERA,"

Captain C. Schmitt, will be despatched for the above Ports, on or about MONDAY, the 16th September.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th September, 1907.

[10]

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on or about the 16th inst.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 2nd September, 1907.

[794]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 5th September, 1907.

[808]

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 14th Sept.

FOR NEW YORK.

S.S. "SIKH" 5th Oct.

\* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 21st August, 1907.

[64]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

"KASATO MARU" 6,100 About Middle of Oct., 1907.

"KATHERINE PARK" 5,000 About End of Nov., 1907.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 2nd September, 1907.

[15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

[16]

For Sale.

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHIC,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1907.

[15]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

*Hongkong Telegraph Co., Ltd.*

Hongkong, 10th September, 1907.

[E]

WEATHER-FORECASTS AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and UM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock. Aberdeen.

Waglan. Sau Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tan Kot.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FROO,

Director.

26th July, 1907.

[E]

## YLANG-YLANG.

A NEW OIL DISTILLED AT LABUAN.

Visitors to the recent Agri-Horticultural Show in Kuala Kangsar were much attracted to the government exhibits from Labuan and Brunai. Amongst these, not for competition, were included samples of essential oils distilled on Pulo Daat Estate, Labuan, consisting of several varieties of oils of the *Citrus* family, and a novelty in the shape of a fine sample of oil of Ylang-Ylang (*Ol. mona odorata* Filipensis), which is a specialty of this estate, and as far as we can ascertain, the first instance of its production in a British Colony.

This oil was introduced originally into Europe from Manila, in the early sixties of last century, but it was not until 1878, when it was first exhibited at Paris that the oil became widely known.

## THREE VARIETIES.

There are three varieties of tree known as far, which, according to Dr. Piesse, is but little known to European botanists. It will grow under the same climatical conditions as the rubber, but soil, locality, influence of the N.E. Monsoon, together with skillful cultivation have a marked influence in the quality of the flowers and quantity of terpene present in distilled oil. Pulo Daat has been found to be particularly suitable, climatical and meteorological conditions being identical with those districts in the Philippines where the tree thrives best.

The owner of Pulo Daat, who







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIA &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                       | NO. OF<br>SHARES. | VALUE.         | PAID UP.       | POSITION AS PER LAST REPORT<br>RESERVE.                                                                                                                           | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.                                                                        | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION<br>BASED ON LAST<br>YEAR'S DIV. | CLOSING<br>QUOTATIONS.                                                                                                   |
|---------------------------------------------------------------|-------------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|
| <b>BANKS.</b>                                                 |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Hongkong & Shanghai Banking Corporation<br>Do.                | 80,000<br>40,000  | \$125<br>\$125 | \$125<br>\$62½ | {<br>\$1,000,000<br>\$11,750,000<br>\$150,000                                                                                                                     | \$1,797,167            | {<br>£1.15/- for 1 year ending 30.6.07 @ ex<br>2 1/2 3/16 = \$16.04                   | 4 1/2 %                                                                          | {<br>\$647½ sales, new<br>\$505 n. issue<br>London 278<br>ex new issue<br>London 260.10/-<br>n. issue first call<br>\$51 |
| National Bank of China, Limited                               | 99,925            | £7             | £6             | {<br>£12,735½<br>\$300,000                                                                                                                                        | \$71,293               | \$2 (London 3/8) for 1903                                                             | ...                                                                              | ...                                                                                                                      |
| <b>MARINE INSURANCES.</b>                                     |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Canton Insurance Office, Limited                              | 10,000            | \$250          | \$50           | {<br>\$1,075,000<br>\$200,000<br>\$110,000<br>Tls. 100,000<br>Tls. 50,000                                                                                         | \$23,638               | \$20 for 1905                                                                         | 7 1/2 %                                                                          | \$270                                                                                                                    |
| North China Insurance Company, Limited                        | 10,000            | £15            | £5             | {<br>\$3,000,000<br>\$70,000<br>\$450,407<br>£125,137.15½<br>\$11,608<br>\$810,000<br>\$136,287<br>\$15,527<br>\$1,000,000<br>\$320,449<br>\$7,610<br>\$1,250,483 | Tls. 185,529           | {<br>Interim of 7/8 for account 1906 @ ex<br>2 1/2 to 15.16 per tael                  | 6 %                                                                              | Tls. 77½ sellers                                                                                                         |
| Union Insurance Society of Canton, Limited                    | 12,400            | \$250          | \$100          | {<br>\$3,000,000<br>\$70,000<br>\$450,407<br>£125,137.15½<br>\$11,608<br>\$810,000<br>\$136,287<br>\$15,527<br>\$1,000,000<br>\$320,449<br>\$7,610<br>\$1,250,483 | \$1,460,450            | {<br>Final of \$12 making \$42 for 1905 and<br>Interim of \$31 for 1906               | 5 1/2 %                                                                          | \$76½                                                                                                                    |
| Yangtze Insurance Association, Limited                        | 8,000             | \$100          | \$60           | {<br>\$3,000,000<br>\$70,000<br>\$450,407<br>£125,137.15½<br>\$11,608<br>\$810,000<br>\$136,287<br>\$15,527<br>\$1,000,000<br>\$320,449<br>\$7,610<br>\$1,250,483 | \$461,467              | \$11 for year ending 31.12.75                                                         | 7 %                                                                              | \$170                                                                                                                    |
| <b>FIRE INSURANCES.</b>                                       |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| China Fire Insurance Company, Limited                         | 20,000            | \$100          | \$20           | {<br>\$1,000,000<br>\$200,000<br>\$110,000<br>Tls. 100,000<br>Tls. 50,000                                                                                         | \$3,628                | \$6 and bonus \$2 for 1905                                                            | 9 1/2 %                                                                          | \$87 sales                                                                                                               |
| Hongkong Fire Insurance Company, Limited                      | 8,000             | \$250          | \$50           | {<br>\$1,075,000<br>\$200,000<br>\$110,000<br>Tls. 100,000<br>Tls. 50,000                                                                                         | \$435,236              | \$40 for 1905                                                                         | 12 1/2 %                                                                         | \$315                                                                                                                    |
| <b>SHIPPING.</b>                                              |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| China and Manila Steamship Company, Limited                   | 30,000            | \$25           | \$24           | {<br>\$7,000<br>\$254,638<br>\$93,562<br>\$250,000<br>\$550,000<br>\$186,989                                                                                      | \$365                  | \$1 for 1906                                                                          | 6 1/2 %                                                                          | \$15 buyers                                                                                                              |
| Douglas Steamship Company, Limited                            | 20,000            | \$50           | \$50           | {<br>\$7,000<br>\$254,638<br>\$93,562<br>\$250,000<br>\$550,000<br>\$186,989                                                                                      | NIL                    | \$2½ for year ended 30.6.1906                                                         | 6 %                                                                              | \$41                                                                                                                     |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                  | 20,000            | \$15           | \$15           | {<br>\$7,000<br>\$254,638<br>\$93,562<br>\$250,000<br>\$550,000<br>\$186,989                                                                                      | \$27,101               | \$1 for 1st half-year ending 30.6.07                                                  | 7 1/2 %                                                                          | \$27½                                                                                                                    |
| Indo-China Steam Navigation Co., Ltd. (Preferred)             | 60,000            | £5             | £5             | {<br>£63,000<br>\$370,000                                                                                                                                         | £3,694                 | 5/- for 1906 @ ex 2 1/2 = \$1.14 per share                                            | 3 1/2 %                                                                          | {<br>\$30 buyers<br>\$28 buyers                                                                                          |
| Shanghai Tug and Lighter Company, Limited                     | 200,000           | Tls. 50        | Tls. 50        | {<br>Tls. 54,372<br>£400,000                                                                                                                                      | Tls. 13,327            | Interim of Tls. 1½ for account 1907                                                   | 11 1/2 %                                                                         | {<br>Tls. 47½ sales<br>Tls. 48 buyers                                                                                    |
| "Shell" Transport and Trading Company, Limited                | 2,000,000         | £1             | £1             | {<br>£1,891<br>\$65,000<br>\$32,057<br>Tls. 90,000<br>Tls. 419,479<br>Tls. 62,000<br>Tls. 87,200<br>Tls. 30,000                                                   | 172,370                | Interim of 1/- (Coupon No. 8 for a/c 1907                                             | 4 1/2 %                                                                          | 44½                                                                                                                      |
| "Star" Ferry Company, Limited                                 | 10,000            | \$10           | \$10           | {<br>Tls. 90,000<br>Tls. 419,479<br>Tls. 62,000<br>Tls. 87,200<br>Tls. 30,000                                                                                     | \$137                  | {<br>\$1.00 for year ending 30.4.1907<br>\$0.50                                       | {<br>5 %<br>5 %                                                                  | {<br>\$20 buyers<br>\$10 buyers                                                                                          |
| Taku Tug and Lighter Company, Limited                         | 30,000            | Tls. 50        | Tls. 50        | {<br>Tls. 90,000<br>Tls. 419,479<br>Tls. 62,000<br>Tls. 87,200<br>Tls. 30,000                                                                                     | 18,730                 | Final of Tls. 2 making Tls. 6 for 1906                                                | 12 %                                                                             | Tls. 50 sellers                                                                                                          |
| <b>REFINERIES.</b>                                            |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| China Sugar Refining Company, Limited                         | 20,000            | \$100          | \$100          | {<br>\$450,000                                                                                                                                                    | \$9,218                | \$8 for year ending 31.12.06                                                          | 8 1/2 %                                                                          | 58                                                                                                                       |
| Luzon Sugar Refining Company, Limited                         | 2,000             | \$100          | \$100          | {<br>\$450,000                                                                                                                                                    | ...                    | 13 for 1897                                                                           | ...                                                                              | \$21                                                                                                                     |
| Perak Sugar Cultivation Company, Limited                      | 2,000             | Tls. 50        | Tls. 50        | {<br>Tls. 100,000                                                                                                                                                 | Tls. 8,935             | Tls. 4 (8 %) for year ending 31.8.06                                                  | 4 1/2 %                                                                          | Tls. 90 sellers                                                                                                          |
| <b>MINING.</b>                                                |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Chinese Engineering and Mining Company, Ltd.                  | 1,000,000         | £1             | £1             | {<br>£110,000<br>£26,011                                                                                                                                          | £12,546                | Interim of 1/6 for a/c year ending 28.2.07                                            | 4 %                                                                              | Tls. 15.20 buyers                                                                                                        |
| Raub Australian Gold Mining Company, Limited                  | 150,000<br>50,000 | £1<br>£1       | 18/10<br>£1    | {<br>£4,873                                                                                                                                                       | £11,358                | No. 12 of 1/- = 48 cents                                                              | ...                                                                              | \$8                                                                                                                      |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                          |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Fenwick (Geo.) & Co., Limited                                 | 18,000            | \$25           | \$25           | {<br>£64,124                                                                                                                                                      | \$10,335               | \$1.75 for year ending 31.12.06                                                       | 10 1/2 %                                                                         | \$17                                                                                                                     |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                 | 40,000            | \$50           | \$50           | {<br>£100,000<br>£23,152<br>£30,000                                                                                                                               | 13,047                 | Interim of \$2 for six months ending June 30th 1907                                   | 6 1/2 %                                                                          | 63                                                                                                                       |
| Hongkong and Whampoa Dock Company, Ltd.                       | 50,000            | \$50           | \$50           | {<br>£100,000<br>£23,152<br>£30,000                                                                                                                               | \$491,580              | \$4 for 1st half-year ending June 30th, 1907                                          | 7 1/2 %                                                                          | \$105 sellers                                                                                                            |
| Shanghai Dock and Engineering Co., Ltd.                       | 55,700            | Tls. 100       | Tls. 100       | {<br>£100,000<br>£23,152<br>£30,000                                                                                                                               | Tls. 10,459            | Tls. 3 for year ending 30th April 1907                                                | 3 1/2 %                                                                          | Tls. 79                                                                                                                  |
| Shanghai and Hongkew Wharf Company, Limited                   | 30,000            | Tls. 100       | Tls. 100       | {<br>£100,000<br>£23,152<br>£30,000                                                                                                                               | Tls. 23,117            | Interim of Tls. 8 for account 1907                                                    | 8 %                                                                              | Tls. 226 buyers                                                                                                          |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                         |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Anglo-French Land Investment Co., Ltd.                        | 25,000            | Tls. 100       | Tls. 100       | {<br>Tls. 15,000<br>Tls. 3,588                                                                                                                                    | Tls. 3,588             | Tls. 6 for 14½ months ending 28.2.07                                                  | 6 %                                                                              | Tls. 103                                                                                                                 |
| Astor House Hotel Company, Limited (Shanghai)                 | 10,000            | \$25           | \$25           | {<br>£30,000<br>£9,178                                                                                                                                            | 19,178                 | 1½ for year ending 30.6.07                                                            | 9 1/2 %                                                                          | \$23                                                                                                                     |
| Central Stores, Limited                                       | 50,123            | \$15           | \$15           | {<br>£3,000<br>£64,975<br>£25,075                                                                                                                                 | 1371                   | \$1.80 for 1906                                                                       | 12 %                                                                             | \$144                                                                                                                    |
| Hongkong Hotel Company, Limited                               | 12,000            | \$50           | \$50           | {<br>£3,000<br>£64,975<br>£25,075                                                                                                                                 | 1371                   | \$5 for second half-year making \$10 for 1906                                         | 10 %                                                                             | \$100 buyers                                                                                                             |
| Hongkong Land Investment and Agency Co., Ltd.                 | 50,000            | \$100          | \$100          | {<br>£3,000<br>£64,975<br>£25,075                                                                                                                                 | \$36,218               | Interim of \$3½ for half year ending 30.6.07                                          | 7 1/2 %                                                                          | 197                                                                                                                      |
| Humphreys Estate & Finance Company, Limited                   | 150,000           | \$10           | \$10           | {<br>£3,000<br>£64,975<br>£25,075                                                                                                                                 | \$11,567               | 80 cents for 1906                                                                     | 7 1/2 %                                                                          | \$10½ sp. and b.                                                                                                         |
| Kowloon Land and Building Company, Limited                    | 6,000             | \$50           | \$50           | {<br>£3,000<br>£64,975<br>£25,075                                                                                                                                 | 11,089                 | \$2½ for 1906                                                                         | 7 %                                                                              | \$36                                                                                                                     |
| Shanghai Land Investment Company, Limited                     | 78,000            | Tls. 50        | Tls. 50        | {<br>Tls. 869,493<br>Tls. 170,000<br>none                                                                                                                         | Tls. 61,978            | Interim of Tls. 3 for account 1907                                                    | 7 1/2 %                                                                          | Tls. 102 sellers                                                                                                         |
| West Point Building Company, Limited                          | 12,500            | \$50           | \$50           | {<br>Tls. 869,493<br>Tls. 170,000<br>none                                                                                                                         | \$1,519                | Interim of \$2 for half year ending June 30th                                         | 8 1/2 %                                                                          | \$48                                                                                                                     |
| <b>COTTON MILLS.</b>                                          |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Ewo Cotton Spinning and Weaving Company, Ltd.                 | 15,000            | Tls. 50        | Tls. 50        | {<br>Tls. 150,000<br>Tls. 45,939<br>\$120,000                                                                                                                     | Tls. 6,486             | Tls. 10 for year ended 31.10.1906                                                     | 15 1/2 %                                                                         | Tls. 65 buyers                                                                                                           |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000           | \$10           | \$10           | {<br>Tls. 150,000<br>Tls. 45,939<br>\$120,000                                                                                                                     | \$21,660               | \$2½ for the year ending 31.7.06                                                      | 11 1/2 %                                                                         | \$11                                                                                                                     |
| International Cotton Manufacturing Company, Ltd.              | 10,000            | Tls. 75        | Tls. 75        | {<br>Tls. 150,000<br>Tls. 45,939<br>\$120,000                                                                                                                     | Tls. 36,211            | Tls. 6 for year ended 30.9.06 (8 %)                                                   | 11 1/2 %                                                                         | Tls. 52                                                                                                                  |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.             | 8,000             | Tls. 100       | Tls. 100       | {<br>Tls. 150,000<br>Tls. 45,939<br>\$120,000                                                                                                                     | Tls. 31,469            | Tls. 8 for 1906                                                                       | 8 1/2 %                                                                          | Tls. 90 sellers                                                                                                          |
| Soy Chee Cotton Spinning Company, Limited                     | 2,000             | Tls. 500       | Tls. 500       | {<br>Tls. 150,000<br>Tls. 45,939<br>\$120,000                                                                                                                     | Tls. 50,663            | Tls. 50 for 1906                                                                      | 16 1/2 %                                                                         | Tls. 300 sellers                                                                                                         |
| <b>MISCELLANEOUS.</b>                                         |                   |                |                |                                                                                                                                                                   |                        |                                                                                       |                                                                                  |                                                                                                                          |
| Bell's Asbestos Eastern Agency, Limited                       | 6,604             | 12/6           | 12/6           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | £638                   | 1/3 per share for 1906                                                                | 9 %                                                                              | 16½                                                                                                                      |
| Campbell, Moore & Co., Limited                                | 1,200             | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | 1653                   | \$3 for 1905                                                                          | ...                                                                              | \$20 sellers                                                                                                             |
| China-Borneo Company, Limited                                 | 60,000            | \$12           | \$12           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Nil                    | \$1 for 1904                                                                          | ...                                                                              | \$24 buyers                                                                                                              |
| China Flour Mill Co., Limited                                 | 4,000             | Tls. 50        | Tls. 50        | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 889               | Final of Tls. 5 making Tls. 10 for 1905                                               | ...                                                                              | Tls. 60                                                                                                                  |
| China Light and Power Company, Limited                        | 50,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | ...                    | 60 cents for year ended 1.12.05                                                       | ...                                                                              | 16 sh. and b.                                                                                                            |
| China Provident Loan & Mortgage Company, Ltd.                 | 100,000           | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$25,000               | 80 cents for 1906                                                                     | 9 %                                                                              | \$9                                                                                                                      |
| Dairy Farm Company, Limited                                   | 25,000            | \$7½           | \$6            | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$855                  | \$1.30 for year ending 31.7.1906                                                      | 8 1/2 %                                                                          | \$16½                                                                                                                    |
| Green Island Cement Company, Limited                          | 400,000           | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$11,000               | Interim of 50 cents per share for a/c 1907                                            | 9 %                                                                              | \$11                                                                                                                     |
| Hall & Holtz, Limited                                         | 21,000            | \$20           | \$20           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$186,000              | \$2½ for year ending 28.2.07                                                          | 11 1/2 %                                                                         | \$20 sellers                                                                                                             |
| Hongkong Electric Company, Limited                            | 60,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$15,000               | 11 per share for year ending 28.2.07                                                  | 7 1/2 %                                                                          | \$14                                                                                                                     |
| Hongkong Ice Company, Limited                                 | 5,000             | \$25           | \$25           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$105,000              | Interim of \$4 for 4-year ending June 30th '07                                        | 9 1/2 %                                                                          | \$240                                                                                                                    |
| Hongkong Rope Manufacturing Company, Ltd.                     | 50,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$4,361                | Interim of 80 cents per share for a/c 1907                                            | 8 %                                                                              | \$25 buyers                                                                                                              |
| Maatschappij tot Mijl. Bosch en Landbouw                      | 25,000            | Gs. 100        | Gs. 100        | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 547,500           | Second interim div. of Tls. 7½ for a/c 1907                                           | 9 1/2 %                                                                          | Tls. 325 buyers                                                                                                          |
| plaiting in Langkat, Limited                                  | 25,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 27,063            | \$1 per sh. or period of 19th Oct. to 30th Apr. '07                                   | 8 1/2 %                                                                          | \$12 buyers                                                                                                              |
| Peak Tramways Company, Limited                                | 50,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | ...                    | None                                                                                  | ...                                                                              | \$14 buyers                                                                                                              |
| Peak Tramways Company (new)                                   | 50,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | ...                    | Interim of Tls. 3½ for account 1907                                                   | 7 1/2 %                                                                          | \$5 buyers                                                                                                               |
| Philippine Company, Limited                                   | 67,500            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Dr. P. 34,324          | Final of Tls. 5 and Tls. 10 for 1906                                                  | 14 %                                                                             | Tls. 108½                                                                                                                |
| Shanghai Gas Company, Limited                                 | 24,000            | Tls. 50        | Tls. 50        | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 100,000           | Tls. 4 for 1905                                                                       | ...                                                                              | Tls. 30 buyers                                                                                                           |
| Shanghai Horse Bazaar Co., Ltd.                               | 5,400             | Tls. 50        | Tls. 50        | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 7,990             | Final of Tls. 6 making Tls. 10 for 1906                                               | 8 1/2 %                                                                          | Tls. 121 buyers                                                                                                          |
| Shanghai Pulp and Paper Company, Limited                      | 45,000            | Tls. 100       | Tls. 100       | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 7,951             | Interim of 15/- for account 1907                                                      | ...                                                                              | Tls. 310 buyers                                                                                                          |
| Shanghai-Sumatra Tobacco Company, Limited                     | 30,000            | Tls. 20        | Tls. 20        | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 3,354             | Interim of 11/3 for account 1907                                                      | ...                                                                              | Tls. 280 buyers                                                                                                          |
| Shanghai Waterworks Company, Limited                          | 8,175             | £20            | £20            | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 190,000           | None                                                                                  | ...                                                                              | 322                                                                                                                      |
| South China Morning Post, Limited                             | 7,200             | £20            | £20            | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 85,592            | 30cts. (old) & 15cts. (new) year ended 31.5.06                                        | 4 1/2 %                                                                          | \$6½                                                                                                                     |
| Steam Laundry Company, Limited                                | 6,000             | \$25           | \$25           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | ...                    | Tls. 6½ for year ending 30.4.07                                                       | ...                                                                              | Tls. 97                                                                                                                  |
| Tientsin Waterworks Company, Limited                          | 2,000             | Tls. 100       | Tls. 100       | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 15,295            | First year.                                                                           | ...                                                                              | \$12                                                                                                                     |
| Union Waterboat Company, Limited                              | 50,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | Tls. 4,000             | 80 cents on 9,900 ord. shares and 14.8 on 100 Founders shares for year ending 31.5.07 | 8 %                                                                              | \$10                                                                                                                     |
| United Asbestos Oriental Agency, Limited                      | 10,000            | \$10           | \$4            | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$35,000               | Final of 40 cents per share making 80 cents for year ending 31.12.07                  | 7 1/2 %                                                                          | \$11 sellers                                                                                                             |
| Watson, (A. S.) & Co., Limited                                | 90,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$5,482                | Final of 30 cts. making 80 cts. for the year ended 30th June, 1906                    | 10 %                                                                             | \$8                                                                                                                      |
| William Powell, Limited                                       | 15,000            | \$10           | \$10           | {<br>£1,299<br>19,000<br>1653<br>Nil<br>Tls. 50,000<br>Tls. 889                                                                                                   | \$4,500                | ...                                                                                   | ...                                                                              | ...                                                                                                                      |

\* These shares are entitled to half of the profits.

## Shipping—Steamers



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.

Parties will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent,  
Hongkong, 7th September, 1907.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.</